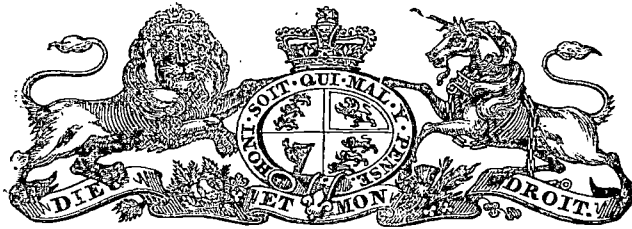


(No. 127.)



1889.

PARLIAMENT OF TASMANIA.

SCOTTSDALE LINE OF RAILWAY:

DETAIL OF EXTRAS.

Return to an Order of the House of Assembly. (Mr. Dooley.)

Laid upon the Table by the Minister of Lands, October 4, and ordered by the House of Assembly to be printed, October 10, 1889.



SCOTTSDALE RAILWAY.

EXTRAS and Alterations on account of which the Contractors claim for extension of time to December 1st, 1888, was allowed.

	£	s.	d.
Item 1.—Subsidence of No. 3 Bank, owing to the swampy nature of foundation	3019	9	3
Item 2.—Alteration of Gradients, 7m. 45c. to 9m. 6c.....	8930	12	6
Item 3.—Additional Tunnel lining	8338	5	9
Item 4.—The severity of winters 1886 and 1887.			

JOHN M. M'CORMICK, *Superintending Engineer.*
17. 9. 89.

PARTICULARS.

Item 1.—The time occupied in making Bank No. 3 was 15 months; and, at this rate, the extra work took 8½ months.

Item 2.—The alteration of gradients entailed increased cutting through hard bluestone, which, though occupying more time in construction, was an improvement to the line at less cost,—it being found impossible to obtain the large amount of side-cutting originally scheduled within a reasonable distance.

Item 3.—The nature of the rock necessitated the Tunnel being lined throughout.

Item 4.—Owing to the absence of roads, and the nature of the country, work was almost at a standstill during part of the winter months.

JOHN M. M'CORMICK, *Superintending Engineer.*
17. 9. 89.

Launceston, 30th January, 1888.

DEAR SIR,

WE beg to acknowledge receipt of your favour of 19th instant, in which you draw our attention to the approaching expiration of our contract time.

With reference to this very important subject, we trust neither the Honorable the Minister of Lands nor yourself have overlooked, or will overlook, the numerous and important causes which have so much retarded our progress, notably the delay in being able to make even a start through "Lamont's" and other landowners' property at the Launceston end of our contract; then the subsidence of Bank No. 3, where we were detained many months (particulars of which we can furnish) beyond the time occupied in filling up the estimated contract quantity.

And again, as we have already given you notice, the extra work through alteration of grade from, say $7\frac{1}{2}$ to 9 miles, occupied more than 12 months over and above the time occupied in cutting through and removing the original quantity of rock. These causes alone, without referring to additional orders to bridges and other works, have delayed our work on this end of our contract at the least 12 months, and have caused us to expend a very large amount in the cartage of goods, which, otherwise, we should have been able to send along the line. We would also direct your attention to the unusual severity of the past two winters, during which, for several months in each year, it was impossible to get material to culverts and bridges, or to work clay cuttings. These particulars are so well known to Mr. McCormick and the Resident Engineers, that we feel sure we have only to refer you to them to confirm our statements.

We are now making rapid progress with our ballasting to the tunnel, and hope by the 10th February to have the line boxed up to that Station. We are also making good progress with the earthworks beyond the tunnel; and, if the weather remains favourable, we contemplate having all the earthworks completed to Scottsdale by the end of May, by which time we also hope to have a considerable portion of the rails laid, and ballasting done beyond the tunnel.

But, in view of the fact that you propose increasing the quantity of lining in the Tunnel so much beyond the quantity specified in our contract, we have to request that you will grant us an extension of time from 9 to 12 months beyond that specified in our contract.

As we hope to do ourselves the pleasure of waiting upon the Honorable the Minister of Lands and yourself very soon respecting this subject, we beg that you will give it your earnest consideration.

Assuring you that we are pushing the work forward as quickly as possible, with all the available strength of men and horses,

We have the honor to be,
Your obedient Servants,

BOLAND & SCOTT.

JAMES FINCHAM, *Esq.*,
Engineer-in-Chief Government Railways.